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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY USSR (Tambov Oblast)

REPORT

SUBJECT Soviet Locomotives

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25 YEAR RE-REVIEW

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2. Locomotives on the Moscow-Ryazan' Railroad were steam-driven and were fueled with a smelly, smoky, fine coal (podmoskovsky ugol).

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a. Locomotives marked with the Cyrillic "L" were called Lebedyanka or Pobeda. The inscription "M.R.Zh.D." (Moskovsko-Ryazanskaya Zheleznaya Doroga), in Cyrillic, was placed on both sides of the locomotive; under the inscription was L-17-3456 which stood for the Lebedyanka type, 17 tons load per axle, and the serial number of the locomotive. The Lebedyanka locomotive was constructed after the end of World War II.

b. Locomotives marked "MK" were a pre-World War II type which was not very powerful.

c. Locomotives marked "SO" (Sergey Ordzhonikidze) were a new type of locomotive which had been built after the end of World War II.

d. Locomotives marked "OV" (called "ovechka") were used only for shunting purposes. This type was a small old locomotive and could pull four or five cars. There were four of this type at the railroad station in Michurinsk (N 52-54, E 40-30) and about 15 at the Kochetovka marshaling yards.

3. Locomotives used on the Yugovostochnaya Railroad were the following:

a. The "FD" (Feliks Dzerzhinskiy), the most powerful of its type, could pull from 60 to 70 loaded cars.

b. The "IS" (Iosif Stalin) was used for express passenger trains and could carry a 20-ton load per axle.

c. The "SUMMA", a powerful type of locomotive, was taken off the Yugovostochnaya Railroad in 1949.

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d. The "MK" (see above).

e. The "OV" (see above).

4. Fueling of the "L", "FD", and "IS" locomotives was automatic; in the others, fuel was shovelled by hand.

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